poxo:

Comparative CALCULATIONS

WITH

Obſervations,

SUBMITTED TO THE PUBLIC,

AND PARTICULARLY TO THE

MANUFACTURERS OF EARTHENWARE,

IN THE

Staffordſhire Potteries,

SHEWING SOME OF THE ADVANTAGES THAT WILL RESULT
FROM THE PROPOSED

Commercial Canal.

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Comparative Calculations, &c.

THE following Calculations particularly embrace the Article of **Earthenware**, and the raw Materials uſed in the Manufacture thereof, and before they are entered upon, it will be neceſſary to explain and eſtabliſh the *data* upon which they are founded; and for that purpoſe we will conſider—

Firſt. The number of Crates to a Ton.

Secondly. The quantity of Crates capable of being carried in a *wide* Boat.

Thirdly. The comparative diſtances.

Fourthly. The quantum of allowance to the Navigator;—and

Fifthly. The rates of Tonnage upon the propoſed, as well as the Canals it will connect with.

1ſt. *The Number of Crates to a Ton.*

IT appears from actual obſervation, that the average weight of crates now conveyed by Land Carriage is about 3½ cwt. each, and thoſe which are conveyed by Water Carriage are about 4 cwt. each, but as the quantity of Goods ſent by the latter mode, greatly exceeds thoſe ſent by the former, and as it is not wiſhed to exaggerate any of the advantages here ſtated, we will in theſe calculations conſider *Five Crates to be a navigating ton*, and which is what they are now actually averaged at by the Grand Trunk Company, between the Potteries and Liverpool.

2ndly. *The Quantity of Crates capable of being carried in a Wide Boat.*

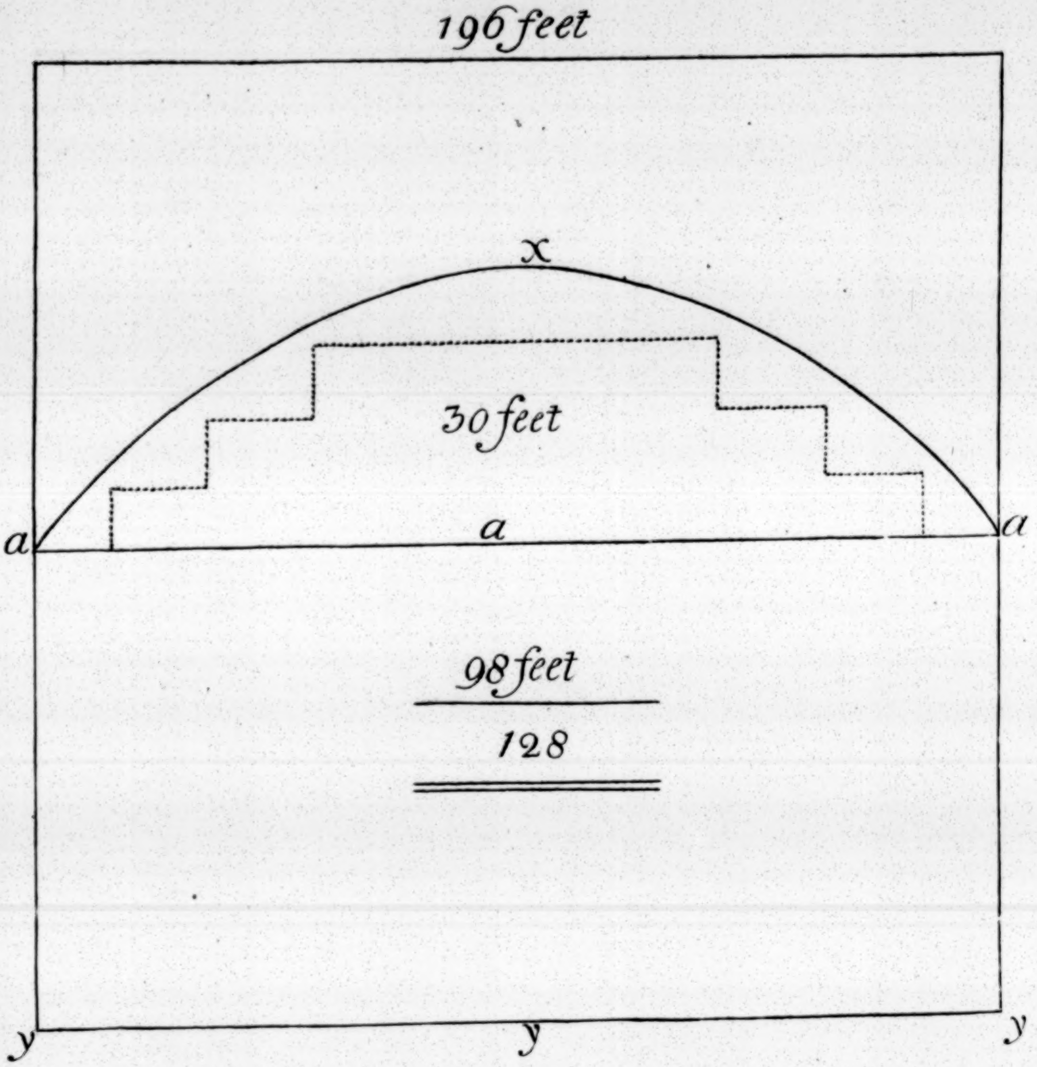
THIS is an eſſential point to be attended to; and as the principal advantage ariſes from a greater quantity of Crates being conveyed in a *Wide Boat* in *proportion* to *its width*, than there can in a narrow one; a minute inveſtigation will be attempted.

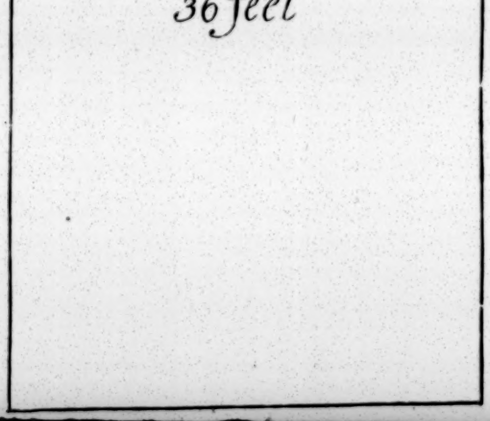
The number of Crates now uſually conveyed in a Canal, or narrow boat is about 45, or according to the average ſtated, 9 tons; ſuch boats are rather more than ſix feet wide, and as the propoſed Wide Boats will exceed fourteen feet, their ſtowage room acroſs may be fairly conſidered in that proportion; and their length being equal, the Barge may have a cabin as deep *one* way, as the narrow boat, with the advantage of fourteen feet the *other*, inſtead of ſix, and ſtill leave the ſame length for ſtowage.

A Canal Boat may be loaded with Crates of Earthenware, or any other Goods as light in proportion to their bulk, about the ſame heighth as it is wide, the greater gravity of the boat acting in that caſe as ſufficient ballaſt to keep her bottom downward; but if this heighth of loading was much exceeded, the boat would be in danger of being overſet by wind, or any material preſſure or impulſe on her ſide, and probably a much higher loading could not conveniently paſs the tunnel at Hare Caſtle.

A Barge or wide boat will upon the ſame principle ſwim more ſteady when loaded the ſame heighth as it is wide, becauſe it will require a greater power of wind, or a greater preſſure or impulſe to put her into the ſame dangerous ſituation with a Canal Boat, in proportion to her greater gravity.

The following Sections will fully demonſtrate the relative proportions of each Boat when loaded in the foregoing manner, the one containing 36, and the other 196 ſuperficial feet.


196 feet
x
30 feet
a
a
a
98 feet
128
y
y
y


36 feet

It is certain that if a wide boat was loaded as high as repreſented in this Section it could not paſs the bridges; it therefore becomes neceſſary to conſider what heighth it could be loaded, ſo as with certainty to remove that objection.

From the bottom of the Barge *y y y* to *a a a* is ſeven feet, which is only one foot more than is calculated for the heighth of loading in a narrow boat; and from the bottom of the Barge to the top of the Arch *x* is 11 feet; when the cargo is in, the Barge will ſink at leaſt two feet deep in the water, and therefore it may be reckoned only about 9 feet from the ſurface of the water to the top of the arch to be paſſed under, and which it is apprehended all Bridges built upon Navigations calculated for Barges, will exceed.

The contents then within the dotted lines (which are alſo within the Arch) ~~is~~ are 30 feet, and the ſpace below, or from the line *a a a* is 98 feet, making together 128 feet; and as in the calculations for narrow boats, 36 feet is allowed for 9 tons, or 45 crates, ſo in the ſame proportion, 128 feet will be equal to 32 tons, or 160 crates, beſides the great advantage of the Barge ſwimming ſteadier and ſafer with *its* cargo, the ſame lying in ſo much leſs compaſs as to its heighth in proportion to its width.

3rdly. *As to the Comparative Diſtances.*

The Potteries being very extenſive, and lying in a ſcattered direction of near ten miles, each end will have its advantages or diſadvantages the reſpective ways, therefore in order to render the compariſon between the preſent, and the propoſed Canal, fair and mutual, it will be proper to fix upon ſome centrical point from whence the diſtances will be taken; and the intended aqueduct over the Grand Trunk Canal near Etruria, ſeems moſt proper to be fixed upon, being the interſecting point of the two Navigations, and will therefore govern the calculations in that reſpect.

4thly. *The Quantum of Allowance to the Navigator.*

The preſent price of haling a narrow boat is ſixpence per mile, but as one wide boat will at leaſt do the buſineſs of two narrow boats which would require four men, whilſt a wide boat may be managed by three, there will not only be a ſaving of the labour of one perſon, but as there will be leſs friction, conſequently leſs haling power will be neceſſary, and therefore the expence of haling the latter, may be fairly preſumed not to exceed 10*d.* per mile, particularly under the circumſtances of having but one loading and delivery in a much greater length.

To this muſt be added an adequate profit to the Navigator, and if from froſts and bad weather in the winter, repairs to locks, banks, and other contingencies, a boat may be ſuppoſed to navigate only forty weeks in the year, and that with the ſame horſes it can travel about twenty miles a day, allowing a week on each voyage, for loading and delivering at each end, and reſting on a Sunday, the voyage will be made from the Potteries to London, and back, in four weeks, which will be about ten voyages in the year. This upon a cargo of 32 tons each way, is equal to 64—10.

640 tons annually, which for
217 miles, the diſtance between
—— London and the Potteries,
4480
640
1280
——
4)138880
——
12)34720
——
2|0) 289|3|4
——

makes 144*l.* 13*s.* 4*d*, annual produce per boat, or one farthing per ton per mile.

This it is conceived will afford a fair and reaſonable profit to the Navigator, including the expence of boats, lines, allowance for credit given, riſk of debts, clerk's ſalaries, rent of wharfs and warehouſes, porter's wages, and other miſcellaneous incidental expences. It may be proper however to obſerve, that in the above ſtatement, ſufficient time is allowed for the *ſame horſes* to perform the *whole voyage*; but if the extent of trade demanded it, horſes might be ſtationed upon the road at proper diſtances, ſo as to keep the boats continually in action, in the ſame manner as the fly boats are at preſent. This mode would not only make a conſiderable ~~ſaving in the expence~~ addition. to the profit, but greatly accelerate the voyage, for the boats would certainly travel two miles per hour, and conſequently the voyage would in that caſe be made to London in leſs than five days, to Liverpool in about thirty hours, and ſo in proportion to other places.

5thly. *As to the Rates of Tonnage.*

The different Rates of Tonnage mentioned in the following Calculations, are either the preſent exiſting rates of tonnage upon the particular Canal referred to, or the *higheſt* rate of tonnage which can be exacted upon ſuch Canal, under a ſpecial agreement made between the reſpective Companies, and the Promoters of the Commercial Canal, in the event of the propoſed communication taking place; and the rate of tonnage calculated in reſpect to the latter Canal, is the full tonnage propoſed to be *even applied for* upon the articles enumerated, and which of courſe cannot be exceeded, though it may hereafter be lowered if found neceſſary, as a clauſe is intended to be introduced into the Bill for that purpoſe.

Having thus explained the preliminary points, we will now proceed to the Calculations.

Crates from the Potteries to London, via *the Commercial Line to White Friars.*

Diſtances. Miles	Furlongs.		Total Amount. s.	d.
44	3	COMMERCIAL CANAL from the propoſed aqueduct over the Grand Trunk Canal at Etruria, to the junction with the Aſhby Canal, upon Aſhby Woulds.		
		28½ miles by agreement, at 1d. per mile tonnage - -	2	4½
		The remaining 16 miles, at 1½ ditto - - - -	2	0

Aſhby

Diſtances. Miles	Furlongs.		Total Amount. s.	d.
28	3	*Aſhby Canal* to Marſton Junction, at 1d. per mile tonnage -	2	4½
3	4	*Coventry Canal* to Longford Junction, at 1½ ditto - -	0	5¼
		Compenſation tonnage to the Coventry Canal - -	0	5½
35	0	*Oxford Canal* to Braunſton, the tonnage without regard to diſtance, is ſettled at - -	4	4
90	1	*Grand Junction Canal* to Brentford, 90 miles at 1½d. comes to 11*s.* 3*d.*, but upon referring to them, it ſeems it will be reckoned at - - -	11	6½
15	0	Tonnage to the Corporation of London on the River Thames	0	1
		Total Tonnage - £1	3	7¼

In a Wide Boat 32 Tons.

	£.	s.	d.
Tonnage on 32 tons, at 1*l.* 3*s.* 7¼*d.* per ton as above - - -	37	15	4

Freight

	£.	s	d.
Freight on the Thames, and haling the remainder of the way, in the whole 216 miles and a half, ſay 217 miles, at 10d. per mile - - -	9	0	10
Profit to the Navigator, ¼ per ton per mile, the whole length - -	7	4	8
Total -	£.54	0	10

Which upon 160 crates, is 6s. 9d. per crate.

Contraſted with the preſent price of Crates, as now ſent, viz.

	Per Crate.		
By Land Carriage, at 7*s*. per cwt. or reckoning the crates 4 cwt. each -	1	8	0
By the preſent Canals to Braunſton, and from thence by Land Carriage, 6*s*. per cwt. or - - - - -	1	4	0
By the preſent Canals to Gainſbro', and from thence to Hull, and ſo by ſea, average price - - - - -	0	9	9

But as the Proprietors of the preſent Canals may contend, that when the Grand Junction Canal is compleated, the ſavings hereby ſtated may be made along their line, as well as by the one propoſed, it is neceſſary to examine that argument, and thereupon two very material points ariſe.

1ſt. Whether the Grand Junction Company will permit *narrow* boats to paſs *their* locks, which are conſtructed for *wide boats*, on account of the greater loſs of water that will be thereby occaſioned, and if they ſhould not, a trans-ſhipping muſt take place at Braunſton.

2ndly. Suppoſing they ſhould be permitted to paſs, ſuch narrow boats muſt either trans-ſhip at Brentford, (as they cannot poſſibly navigate with ſafety upon the River Thames) or they muſt take the Branch to Paddington; and as it is wiſhed to meet every argument that can be adduced, fairly and unequivocally, we will enter into a comparative calculation of the freightage in *that* point of view, conceiving that the circumſtance of trans-ſhipping, will put the other mode entirely out of the queſtion of compariſon.

Diſtances. Miles	Furlongs.		Total Amount. s.	d.
		Grand Trunk Canal from Etruria		
32	0	to Fradley Junction,	8	1½
29	5	to Marſton Junction,		
3	4	to Longford Junction, at 1½d per mile tonnage		
35	0	*Oxford Canal* to Braunſton, tonnage ſettled without regard to diſtance, at - - -	4	4
85	4	*Grand Junction Canal* to Uxbridge,		
14	0	———————— to Paddington, at 1½d. per mile tonnage -	12	5¼
		Total Tonnage, £.1	4	10¾

	£.	*s.*	*d.*
Tonnage on 9 tons, at 1*l.* 4*s.* 10¾*d.* per ton - - - - -	11	4	0¾
Haling 199 miles and a half, at 6d. per mile - - - - - -	4	19	9
Profit to the Navigator, ¼ per ton per mile, on 9 tons for 200 miles is only 1*l.* 17*s.* 6*d.* which is not ſufficient, for there muſt be one horſe & two men to a narrow boat, whereas with a wide boat two horſes and three men are ſufficient, and therefore it ought to be more than one half, ſo that it will be in favor of the narrow boat to reckon it at - -	3	10	0
Total - £.	19	13	9

Which upon 45 crates, is 8s. 9d. per crate.

From this it clearly appears that the difference in favour of the Commercial Line, *even in this mode*, will be 2*s*. per crate, or 10*s*. per ton, which upon the great quantities ſent to London, will amount to a very conſiderable annual ſaving to the trade, excluſive of the expence of cartage at both ends; and as the Grand Trunk Canal only ſkirts the Potteries, the cartage is on the one hand, now *much more* than it will be by the Commercial Line, which will go through the heart of the Manufactories; and on the other hand, the cartage from the Grand Junction Wharf at White Friars, to the reſpective warehouſes, muſt certainly be *much leſs* than from Paddington; ſo that taking both together, it will probably make an addition of one third to the freightage ſtated, or a difference of 2*s*. 8*d*. per crate, in favour of the Commercial Line.

Crates from the Pottery to Liverpool, (via Commercial Line) will be conſidered in two points of view.

1*ſt*. From Cheſter by the River Dee.

2*ndly*. By the Wirrall Branch of the Elleſmere Canal.

1ſt. MODE.

Diſtances. Miles	Diſtances. Furlongs.		Total Amount. s.	Total Amount. d.
22	3	*Commercial Canal*, from the intended aqueduct at Etruria, to the Junction with the Cheſter Canal, ſay 23 miles, at 1½d. per mile tonnage - - - -	2	10½
19	0	*Cheſter Canal*, at 1d. ditto -	1	7
		River duty to the Dee Company	0	0½
		Total -	4	6

In a Wide Boat 32 *Tons.*

	£.	s.	d.
Tonnage upon 32 tons, at 4*s*. 6*d*. per ton, as above - - - -	7	4	0
Haling upon the Canals, ſay 42 miles, at 10*d*. per mile - - -	1	15	8
Profit to the Navigator, ¼ per ton per mile, upon the Canals - -	1	8	0
Freight upon the River Dee, including profit to the Navigator, river duties, &c. at 3*s*. per ton - -	4	16	0
Total - £.	15	3	8

Or 1*s*. 10¾*d*. per crate.

2nd. MODE.

Diſtances.			Total Amount.	
Miles	Furlongs.		s.	d.
22	3	*Commercial Canal*, from the aqueduct at Etruria, to the Junction with the Cheſter Canal, ſay 23 miles, at 1½d per mile tonnage - - - -	2	10½
19	0	*Cheſter Canal*, at 1d. - -	1	7
9	0	*Wirrall Branch* of the Elleſmere Canal, at 2d.* - -	1	6
		Total -	5	11½

In a Wide Boat 32 Tons.

	£.	s.	d.
Tonnage on 32 Tons, at 5*s.* 11½d. per ton, as above - - - -	9	10	8
Haling on the Canals, ſay 51 miles in the whole, at 10d. per mile -	2	2	6

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* This Tonnage is certainly very high, but probably a reduction will take place in reſpect to Earthenware, and the raw materials uſed in the Pottery, if the propoſed communication is effected.

	£.	s.	d.
Profit to the Navigator, ¼ per ton per mile, on the ſame diſtance -	1	14	0
Freight upon the Merſey, including profit, &c. at 1s. 3d. per ton -	2	0	0
Total - -	£.15	7	2

Which upon 160 crates, is 1*s.* 11*d.* per crate, or a ſaving of near 10d. per crate, or 4*s.* 2*d.* per ton in favour of the Commercial Line.

Contraſted with the preſent average price of Crates to Liverpool; which upon a large promiſcuous quantity ſent laſt year, amounted upon the whole year's average to 2s. 8¾d. per crate.

Clay, Flints, Corniſh Stone, *&c.* from Liverpool to the Staffordſhire Potteries, via Commercial Line.

A wide boat will carry 50 tons of ſuch ponderous articles, as conveniently as a narrow boat will 20, theſe Calculations will therefore be made upon that ground.

1ſt. By

1*ſt. By the River Dee.*

Diſtances. Miles	Furlongs.		Total Amount. s.	d.
		River Dee duties - - -	0	0½
19	0	*Cheſter Canal*, at 0½d. per mile per ton - - - -	0	9½
22	3	*Commercial Canal*, ſay 23 miles, at 1d. ditto - - -	1	11
		Total Tonnage - £.0	2	9

	£.	s.	d.
Tonnage upon 50 tons, at 2*s.* 9*d.* per ton, as above - - -	6	17	6
Haling on the Canals, ſay 42 miles in the whole, at 10d. per mile -	1	15	8
Profit to the Navigator, and freight upon the Dee, the ſame as upon a cargo of crates down - -	6	4	0
Total - -	£.14	17	2

Or 5*s.* 11¼*d.* per Ton.

2*ndly. By the Wirrall Branch of the Elleſmere Canal*

Miles	Furlongs		s.	d.
9	0	*Wirrall Branch*, at 2d. per mile per ton - - -	1	6

Cheſter

Diſtances. Miles	Furlongs.		Total Amount upon each. s.	d.
19	0	*Cheſter Canal*, at 0½d. ditto	0	9½
22	3	*Commercial Canal*, ſay 23 miles, at 1d. per mile per ton -	1	11
		Total Tonnage - £.0	4	2½

	£.	s.	d.
Tonnage upon 50 tons, at 4*s.* 2½*d.* per ton, as above - - -	10	10	5
Haling on the Canals, ſay 51 miles in the whole, at 10d. per mile	2	2	6
Profit to the Navigator, and freight up the Merſey, the ſame as upon a cargo of crates down - -	3	14	0
Total £.	16	6	11

Or 6*s.* 6½*d.* per Ton.

*Contraſted with the preſent price to Etruria Wharf, via Grand Trunk Canal, which is 9s. 6d. per Ton.**

Difference in favour of the Commercial Line, from 3*s.* to 3*s.* 6*d.* per Ton.

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* Upon ſome Articles it is even 10s. 7½d. per Ton.

If however the agreement now pending with the Ellesmere Canal Company ſhould take place, it would ſo reduce the tonnage upon the raw materials uſed in the Pottery, that they would be brought from Liverpool *up the Wirrall Branch*, at about 4*s.* 10½*d.* per ton, making a difference of near one half in favour of the propoſed Line, and which would certainly give *that route* a decided ſuperiority over any other.

GENERAL RECAPITULATION

Of the Savings that will ariſe by the Commercial Line.

LONDON.

	Per Ton.		
	£.	s.	d.
In reſpect to crates ſent by *Land Carriage* of 1*l.* 1*s.* 3*d.* per crate, or - -	5	6	3
Ditto by *Canal* to *Braunſton, and then by Land Carriage*, of 17*s.* 3*d.* per crate, or	4	6	3
Ditto by *Canal* to Gainſbro', and *ſo by ſea*, 3*s.* per crate, or - - -	0	15	0

Ditto

	Per Ton.		
	£.	s.	d.
Ditto by the *preſent narrow Canals*, and along the Grand Junction, if narrow boats ſhould be permitted to paſs, *excluſive of the extra cartage at both ends*, 2*s*. per crate, or - -	0	10	0

LIVERPOOL.

	£.	s.	d.
Ditto by the *Dee*, of 10d. per crate, or	0	4	2
Ditto by the *Wirrall Branch* 9¾d per crate, or - - - - -	0	4	0¾
Ditto in reſpect to Clay, &c. by the *Dee*,	0	3	6
Ditto by the *Wirrall Branch* . - -	0	3	0

Some Calculations were alſo intended to be offered in regard to Flints from Graveſend, by *Canal Navigation* but as they could not be made with certainty, they are at preſent omitted: it is however natural to conclude that when the communication is fully compleated, the Proprietors of the different Canals will reduce the tonnage upon that article, ſo as to bring it that way. The Grand Junction Act of Parliament fixes it at three farthings per ton per mile; a low tonnage only will be applied for upon the propoſed Commercial Canal; and as the Grand Trunk Company now charge 1½d. per ton per mile, a much greater proportionate difference than in any of the foregoing articles, would ariſe upon Flints in favour of the Commercial Line, even if the calculations were made upon their preſent footing; beſides a proſpect of material advantage preſents itſelf in reſpect to crates, as like empty caſks, they would probably not be ſubject to any tonnage, and therefore might be *returned to the Manufacturer upon a cargo of Flints*, at about 2d. each. If this plan was adopted, it would be politic to have the crates made cloſer and ſtronger than at preſent, which would not only render them ſerviceable much longer, but be an additional preventative againſt breakage and pilferage, and certainly tend to relieve the Manufacturers from the difficulties now ſenſibly felt, and which from the increaſing ſtate of the trade are likely to increaſe, reſpecting crate wood.

However from what has been advanced, we preſume it muſt be ſufficiently apparent *that a very conſiderable reduction in the freightage will inevitably take place.* *

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* The ſavings to the Potteries, in Freightage alone, (to ſay nothing in reſpect to breakage, pilferage, cartage. &c. which will be immenſe,) will not be leſs than 15,000l. per annum upon its preſent trade. It appears, that in the courſe of laſt year, more than 7000 Crates of Earthenware were ſent to London by Land Carriage, and via Braunſton, upon which a ſaving of upwards of 7000l. would reſult to the Dealers, by the propoſed Line of Canal.

And though the Calculations are confined to crates of earthenware, and the raw materials uſed in the manufacture thereof, yet the ſame comparative advantages will in a great degree embrace every other article of commerce. In reſpect to coals in particular, the Staffordſhire Manufacturers will derive ſtill greater proportionate benefits, as an eaſy communication will be opened with the different collieries in the neighbourhood, and the tonnage upon that article, for manufacturing purpoſes, is intended to be fixed by the propoſed Commercial Bill, at the low rate of three farthings per ton per mile; but great as theſe ſavings will certainly be, it is not upon that ground alone that the Commercial Undertaking ſtands. Other advantages, equally prominent, and probably of much greater importance, if regarded in a National point of view, will reſult from it. The firſt object is to remove the neceſſity of trans-ſhipping, and with it a train of concomitant evils, now too well known under the various heads of breakages,* Pilferages,

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* To a trade where the articles manufactured are ſo ſuſceptible of breakage as Earthenware, this is a point of very great importance. Tho' the allowances made on this account amount to many thouſand pounds annually, it is frequently an inadequate compenſation, and this is ſo ſenſibly felt by the Dealers in London, that they prefer having all the fine Goods by land carriage, notwithſtanding the great additional expence by that mode.

and detention; and it may not be unimportant to obſerve, that as the Goods will then be confined throughout to one ſuper-cargo, the difficulties now exiſting, in procuring redreſs for injuries, will be entirely done away.

The long wiſhed for communication, for wide boats, between the ports of London, Liverpool, Cheſter, Gainſborough, and Hull, the populous town of Mancheſter, North Wales, and the increaſing Manufactories of the Staffordſhire Potteries will be promoted and facilitated; and the great trade now carried on between London and the interior of this Kingdom, with the Eaſt coaſt of Ireland, and the South Weſt of Scotland, will by this means be greatly expedited and aſſiſted, through the medium of the Port of Liverpool.

Land carriage, which may be juſtly eſteemed a public calamity, from the vaſt quantities of corn, annually conſumed by the prodigious number of horſes employed in it, will be very conſiderably diminiſhed.* And an important and uſeful Manufactory, which gives food and employment to near thirty thouſand perſons, and eſſentially contributes to the general tonnage of the Kingdom, will be cheriſhed and encouraged.

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* There are now 32 ſtage waggons going weekly between Liverpool, Mancheſter, Cheſter, the Potteries, and London, which require near 300 horſes, to work them.

Theſe cannot be made the ſubject of any particular calculation, and they are left to the ſerious conſideration of every perſon intereſted.

In fine, to reſcue the increaſing Commerce of the Country from the ſhackles which now reſtrain it, and to aſſiſt its vigorous and enterprizing efforts, is the primary object of the Promoters of the Commercial Canal. They have no deſire to revel in the exceſs of dividend, and leave the Country unaccommodated. Seeking but for an indemnity adequate to their riſque, they are equally urgent to effect a *reduction in the freights*,* as to remove the more prominent difficulties. Upon theſe grounds alone they preſume to ſtand forward. *They reſt their caſe entirely upon its merits*, and notwithſtanding the boaſted, and perhaps as imprudently avowed, influence of their opponents, they will ſtill continue to rely upon the wiſdom and juſtice of a Britiſh Senate to mature and ſanction their endeavours, embracing as they certainly do, objects which are eſteemed not only of local, but *National* conſequence. They deſpiſe every idea of artifice or impoſition; upon dogmatic aſſertion they do not build, nor have they knowingly reſorted to unſupported allegation. They are not ſo arrogant, or preſumptuous, as to *expect* ſucceſs unleſs they ſhould *deſerve* it; the day of ſober and diſpaſſionate inveſtigation is at hand, and if they fail in eſtabliſhing the utility, as well as the neceſſity of the meaſure, they can have no claim either to the countenance of the Public, or to the ſtill more neceſſary and authoritative fiat of the Legiſlature.

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* The Public will judge of the ſentiments of the Grand Trunk Company in this reſpect, when with an actual dividend of 20 per cent. they have lately thought proper to make a very conſiderable increaſe in their freights

26*th SEPTEMBER*, 1796.

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